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IMPORTANT INTIMATION.

## WILL SHORTLY BE READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORRA, FOR THE YEAR 1894.

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THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND MOST RELIABLE WORK OF THE KIND EVER PUBLISHED IN THE FAR EAST.

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The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1894 will contain a carefully revised INDEX TO THE ORDINANCES OF HONGKONG;

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A Mass of interesting information on various subjects, culled from the most trustworthy sources.

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"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

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There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Social Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PRESS, HILL, HONGKONG, Hongkong, 4th January, 1894.

## Intimations.

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WE have just received our New Stock of CONFECTIONERY and are offering the same at prices suitable for the present bad times:—

CHOCOLATE CREMES.  
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Hongkong, 13th November, 1893.

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A. S. WATSON & Co., LIMITED,  
The Hongkong Dispensary.  
ESTABLISHED A.D. 1841.  
Hongkong, 3rd November, 1893.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, JANUARY 5, 1894.

## TELEGRAMS.

MATABELELAND.  
LONDON, 3rd January, 1894.  
The natives declare that the whole of Captain Wilson's party were killed with the exception of seven, who escaped in the direction of Matley Hill.

RIOTING IN SICILY.  
Severe rioting, amounting almost to a revolution, continues throughout Sicily. The garrison has been reinforced to the extent of forty thousand men, by calling out the reserve forces.

## LOCAL AND GENERAL.

H.M.S. *Proserpine* leaves on Tuesday next for the Straits, relieving the *Plym*, which will return here.

MR. COLIN FORD, newly appointed British Consul at Amoy, arrived in that port with Mrs. Ford by the *Tatung* on Tuesday, from Shanghai.

THE troopship *Himalaya* is expected to arrive in Hongkong about the end of this month, leaving for home with time-expired men about February 12th.

THE Agents (Messrs. Dodwell, Carrill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria*, from Tacoma, left Moji at noon to-day for this port.

By the court of Lt. Col. Robinson and Officers of the Shropshire Light Infantry, the Band of the Regiment will play at the Ladies' Recreation Club on Monday afternoon at 4.15 o'clock.

THE first dividend of the Raub Gold Mining Company was paid in Singapore on the 23rd ult., at the rate of sixpence per share. Latest reports from the mines are of a most satisfactory and promising character.

THE *Madras Mail* learns from a reliable source that the special concessions to the Europeans in the Indian Civil Service will probably result in more equitable allowances, but the curtailment of the period of service for pension is opposed by the Government of India.

WHEN we read that 1,200 ounces of gold were "won" from the Coolgardie mines in Western Australia as the result of ten hours working, a vision of "Panjans" in the near future showing equally brilliant returns is a very pleasant dream. Only a dream! We shall see.

SOCIETY news a century ago was quite a different article to what it is to-day. In 1790 a London Journal announced the marriage of Sir Thomas Leigh to Miss Wade, and added: "She is the daughter of Mr. Wade, the medical man, who cured Sir Thomas of a morification in his toe."

In these days of quick passages and attempts at record breaking across the Atlantic, it may be interesting to those who keep track of the days' runnings of the different steamers, to note that the length of a day going westward is about 24 hours and going eastward is about 23 hours.

THE *matinee* performance of D'Arco's Marionettes to-morrow afternoon at 4 p.m. will be under the patronage of Mr. General Digby Barker. On looking in at Kelly & Walsh's this afternoon we were pleased to note that over fifty seats had already been booked, so that a full house may be expected. The show on its merits thoroughly deserves the patronage of the public.

Says the New York *Maritime Register*:—"If shipmasters and mates of our merchant vessels must be citizens, and that they should be as a matter of public policy is most evident, then engineers, who certainly are also officers, and most important ones, should also be citizens. A bill creating engineers 'vessel officers' has been presented in Congress and should soon become a law."

As at present contemplated, Vice-Admiral Fremantle is to leave for the south on Feb. 13th, in the *Imperieuse*, with the *Albatross* in attendance. From Singapore he will go in the latter vessel to Malacca, Penang, and probably also Perak and Selangor. After visiting Batavia in the *Imperieuse*, he will return to Hongkong before the end of March.

THE Indo-China Co.'s steamship *Tatung*, which arrived here to-day from Shanghai via ports fell in with the *Kowling* with tall-raft broken, on the 31st ult., when ten miles south of Szeep Island. Captain Hogg took the cripple in tow and headed back to port, but was met and relieved just north-west of Bonham by the same Company's steamer *El Dorado*, sent out to pick her up in response to a message.

THE *Kobe Chronicle* says:—"The German steamer *Harar*, whose sale we have already announced, changed her flag at 3 p.m. on December 23rd. The name of the purchaser is Mr. Sugahara Zirokichi of Hakodate, and the actual price for which she has been sold is £5,000. Messrs. Dodwell, Carrill & Co. were the brokers, acting for the agents in Shanghai, Messrs. Slesman & Co."

THE hardness which aluminum is said to lack can, according to a new process noted in the *N. Y. Electrical World*, be imparted to it by the addition of chromium. Of course, certain precautions have to be taken to alloy the two metals, owing to the difference in their fusing points. If electrolysis is employed for this purpose, one or another of the known methods can be used, and the aluminum, salts of aluminum, etc., treated direct with a determined quantity of granulated chromium, or chromium in any other suitable condition, or with its salts or oxides.

It was reported in Yokohama the other day that the British *Chapel d'Agates* and the wife of the French Minister had been subjected to violence in different parts of Tokyo by some hangers-on of the "Great Japan" party. Everything would appear to indicate that Japan is at present dominated over by a powerful and surely anti-foreign contingent, who will apparently not get contented until the country is seriously implicated with some foreign Power, when an invasion and a thundering good hammering will keep the restless Japs quiet for the next ten years. A salutary lesson is badly needed in Japan just now, unless foreigners are prepared to be entirely driven from the country.

It was with feelings of deep regret that the members of the R. E. stationed here learnt by the last mail of the recent death, in the Greenock Infirmary, of Sergeant-Major "Pat" O'Leary, a promising young non-Commissioned officer of the Royal Engineers. While stationed here O'Leary was conspicuous amongst his comrades owing to his exceptional skill in submarine mining and diving. On one occasion, shortly before his recall to the "old country," he established a record in diving, according to recovering an exploded mine in the Ly-on-noon Pans at a depth of 120 feet. Having passed all his exams by this time he was 35 years of age, poor "Pat" would doubtless have been rapidly promoted, but he has now, as above stated, attained it "abroad" and that, too, at the early age of 35.

THE following is the oath said to have been sworn to by all present at a recent meeting of the Great Japan Society:—"We swear to carry out the strict enforcement of the present treaties, and to effect redress in the *Chishima* case, and we hereby agree to surmount all difficulties, and if necessary sacrifice our lives to that end. We further swear to effect the contraction of new treaties on fair and equal terms."

LORD BRASSEY has repudiated the suggestion that his views on the opium question are in any way affected by his position as a Director of the British North Borneo Company. He assures the *Columbia* *Englishman* that he has no pecuniary interest in the British North Borneo Company, and that he has contemplated the resignation of his position as Director owing to the fact that he is not able to give his attention to the affairs of the Company.

A HOME paper gives some interesting statistics as to the pecuniary returns of few inventions. The stylographic pen for a while brought in £10,000 a year; the india-rubber pen to pencils £20,000; metal plates for protecting the soles and heels of boots brought in £30,000 in all; the rollerskate £200,000. A clergyman realized £100 a week by the invention of a toy; another the return ball, brought in an income of £10,000; the "Dancing Jim Crow" £15,000. The lawyer of a copper cap for children's boots was able to leave his heirs £40,000, while Singer, of sewing-machine fame, left at his death nearly £300,000.

THE British Iron Trade Association, says *Indian Engineering*, has addressed an important circular to the Chambers of Commerce throughout the country with reference to the prohibition of the importation of machinery into China, ostensibly on the ground that it tends to interfere with the employment of the common people in that Empire. The prohibition is understood to apply equally to every description of foreign machinery for the purposes of industry, whether imported by foreigners or by Chinese subjects. No market open to English manufacturers appeared to offer greater promise than that of China, which is regarded as being likely to enter upon a career of large and rapid industrial development. The matter is a question for the Foreign Office of the Government to take up, at the request of Chambers of Commerce.

THE New Year festivities have a good deal to answer for in the way of disturbing the usual decorum of Her Majesty's loyal subjects. First of all, the "Water Police" signboard at Talmah-sha-trui was painted out, and a more seasonable beverage by the name of "whisky" was painted in. Then a leading light of the legal world went to sleep in the Supreme Court library, and was locked in by the unobtrusive night attendants; he might have had a stay in the night, or else he might have been the accidental victim of some one in search of a forgotten umbrella. In another part of the colony, His Excellency the Admiral, while on a round of inspection at the Naval Yard, wanted to mount a stage where there was no ladder, and directed a subordinate aloft to give him a hand; but instead of the Admiral springing up, it was the other fellow who came down, and the pair did a lovely waltz among the tv-barns and wet paint. Christmas comes but once a year, but when it's gone one does feel queer.

THE three Mints now in operation in the United States, says the *S. F. Bulletin* of November 15th, were hit loose on gold coinage last month, and it is the largest output in years. The total amount of gold coined in October is \$9,504,760, including \$1,306,000 in "double eagles," \$5,688,200 in "eagles," and \$2,510,560 in "half-eagles." The large amount of eagles and half-eagles is particularly noteworthy. There is good reason for this large gold coinage. The amount of gold coin in Government vaults has been reduced to \$66,616,900, the smallest total in many years. There is a large supply of gold bullion on hand. On the 1st there were \$56,673,000 in gold bars in the vaults. Orders have been given to the Mint officers to keep up the activity in this coinage. It is predicted that \$20,000,000 of this bullion will be coined in November and December. It will be well to note that the amount of gold coin is rapidly increasing. This is the only way in which it can be used for currency purposes. Besides, if the bullion is turned into coin, there will be less profit in shipping it abroad.

THE Hakodate correspondent of the *Kobe Chronicle* writes under date the 13th ult.:—"The British ship *Y. Robbins*, 1708 tons, bound for New York via the Cape, after waiting a fortnight for a favourable wind, set sail yesterday, but it is said took no pilot. Information arrived in the afternoon that she had grounded on a sand shoal about one and a half miles from the Kotchi light-house and some five miles from Hakodate. The Captain, his wife and child, with some 12 sailors, returned in one of the ship's boats immediately to report the catastrophe to the agents and seek assistance. The *Satsuki-maru* and five cargo boats, together with Mr. Wilson and two Custom-house officers, started as soon as possible for the scene of the accident, in the hope of unloading her cargo of sulphur amounting to 2,500 tons, and towing her off. It is reported that a large portion of her cargo is damaged by sea water and that there is eight feet of water in her hold. The latest information states that some of the cargo has been removed into the lighters. The cargo is insured in a Japanese Insurance Company, but the vessel is said not to be insured."

As the result of recent inquiries the Consul-General for China at Singapore has the following explanation why Chinese who settle in the Straits Settlements and become prosperous do not return to their native land:—"They said that they feared the so-called 'investigations' of their local mandarins; the oppression of the *yamen* underlings; and the extortions of their clansmen and neighbours. Instances of this can be given without number. They have complained that those who happened to return home have been maliciously accused as pirates and robbers; as spies for savages; as purchasers of stolen arms and ammunition, in order to supply the pirates; and as buyers and kidnappers of coolie slaves for the purpose of supplying foreign ruffians. Some of them have had their baggage and belongings—the savings of years—forcibly taken away from them and partitioned amongst local 'commorants'; some have had their houses pulled down and were forbidden to build on the land they had bought; and some, moreover, have been forced to pay money on forged documents, in which their ancestors were supposed to have 'borrowed' from the 'royalties' ancestors a century or so ago. Alone and unprotected, considered to be strangers and aliens amongst their own kith and kin, to whom could they apply for help in a land surrounded as they were on all sides by rapacious 'hawks' of high and low degree? Hence, having taken a lesson from experience, none of the wealthy Chinese in foreign countries care to return to the land of their ancestors. Those who do go to China to trade or travel go either as British or Dutch subjects, under the protection of a foreign Government."

It is reported in Japan that the Russian Government has accepted Japanese tenders for a large supply of coal.

THE *London Gazette* of Nov. 28th announces that Capt. T. E. Compton, of the Northamptonshire Regiment, has been promoted to be Major, and E. G. Bennett promoted Lieut.-Colonel on half-pay; and that Lieut. R. F. Boleas resigns his commission.

AN American shipping contemporary modestly holds for it as follows:—"Talk of record breakers! They will have to trail in behind the *Columbia*. The fastest of cruisers, she can overtake the fastest of ocean greyhounds a feat heretofore impossible for war vessels. But then if the desire to shoot and talk about this wonderful boat is gratified, our foreign friends will say, all this is very fine and Yankee-like—but... This inevitable 'but' can, however, find no place this time. The *Columbia* is the latest product of a Yankee shipyard in the shape of a commerce destroyer and all that need be said is—Has she her equal?"

## MR. TAUFER AND HIS TENANT.

POLICE COURT PROCEEDINGS.

The words of the comic song in which frequent reference is made to "McGinty's Row of Flats" were brought to mind by proceedings in the Police Court this morning apparently arising out of some family feud in which Mr. George Tauffer, an American who was at one time for the "good old days" superintendent of the Hongkong Fire Insurance Company's fire engines, appeared before the rails of the dock as defendant in a suit brought against him by one Lucas Castro, a Portuguese. The case naturally caused considerable interest in Portuguese circles with the result that the Court was crowded with Lusitanians of both sexes, and of all ages and sizes, from the gray haired splinter down to smirching school-girls and school-boys in their teens. Mr. H. E. Wodehouse was on the Bench, and Mr. G. J. Phillips, barrister-at-law, appeared on behalf of the aggrieved party, while Mr. C. D. Wilkinson watched the proceedings on behalf of the defendant, who was charged with assaulting the complainant with a walking-stick on the 4th instant.

The following evidence was led:—Lucas Castro said he was 22 years of age, lived in Peel Street and was unemployed. On the 4th instant between 10 and 11 a.m., he was at No. 15, Mosque Junction, visiting, and while there saw the defendant strike witness' brother with his hand. Witness shouted out asking why he struck his brother and was told by the defendant that it was because the younger threw stones at him. Witness remonstrated and was then himself struck by the defendant with a thick walking-stick. The blow knocked witness down and he lay on the ground senseless for fully half a minute. Subsequently, having armed himself with a broom, witness sallied forth, attacked Tauffer and got the walking-stick (now in Court) away from him. He took out a summons against Tauffer on the 4th instant.

Castro examined.—He had lived in one of Tauffer's houses up to the 27th ultimo, when he left owing to having received notice to quit. He was not one of the youths who created a disturbance in the defendant's house four months ago. He had heard that other Portuguese boys threw stones at Tauffer and even called him bad names, but not often. When witness got the sick away from the defendant the latter's adopted daughter seized her father by the arm and dragged him into the house. Valeria Larcene stated that she was a widow, resident in Overbeck's Court, and was a sister of the last witness. She was leaning out of the window about 10 a.m. on the 4th, as also was her brother Ico, when Tauffer came along and looking up at her made an insulting remark. Her brother was annoyed and shouted to Tauffer—"Shut up, you old rascal!" Then the defendant told Ico, her brother, to come down into the street, which he did, and was struck on the head and rendered senseless. Defendant also struck another of her brothers. There could be no doubt about defendant intending an insult. He was, in fact, in the habit of acting in a similar manner towards her.

Cross-examined.—Witness and her brothers always tried to avoid Tauffer. They never called him bad names.

Ico Castro, a school boy about 16 years of age, said he had not been more than two minutes at the window before Tauffer came in sight. When near the house Tauffer insulted witness' sister. Then witness called the defendant an "old rascal" which was followed by an invitation from him to go down to the street. He went down and was assaulted by Tauffer, who also struck his brother with the stick (produced in Court). After that witness told him to fetch a constable, which he did.

Cross-examined.—Neither witness nor his brother had sticks. He saw his brother take Tauffer's stick away from him, after fencing with a broom.

At this point the case was adjourned until 10.30 to-morrow morning.

## FAREWELL TO HONGKONG.

Hongkong, adieu! thou social cesspool of the far-off East  
How long shall thy foul-smelling slums  
Where breath of Heaven never comes,  
Confound their odours with the vice which is thy daily feast.

The weary traveller upon thy whisky-sodden shore  
Is simply bound to take a drink,  
If but to kill the frightful sick  
Which ever doth infect thy very being to the core.

The un-soaped Chinaman, who, with their dirty flowing rags,  
Monopolize thy narrow streets  
And even thy office steps, as seats  
On which they squat the livelong day—the dirty scallwags—

Are well in keeping with all else which renders thee unlovely:  
The shabby rickshaws out on hire,  
Thy reeking, pestiferous Prayers,  
Where flourish the headquarters of a Chinese pirate clique.

Thou art a sanctuary safe for China's refugees;  
Her outlaw'd murderers and thieves  
Crowd aside by side beneath thy eaves,  
And roam about deriving other wickedness at ease.

The brokers who upon thy curbs their businesses transact  
Which more than often are but *ad*,  
Do "pleasiness" up the hill,  
And then get broken up themselves when bills cannot be back'd.

Farewell, Hongkong! although, by Nature with great beauty blest,  
Thy poorer rival farther North  
Should show the need to make her forth  
Hongkong a British colony, and not an outlaw's nest.

## THE ENGINEERS' DANCE.

The Committee of the Institution of Engineers and Shipbuilders of Hongkong conclusively proved last night that hard-headed common sense and capable management can overcome social difficulties that in Hongkong have always been regarded as insurmountable. At the dance given in the City Hall by the members of the Institute last night the various grades of Hongkong society coalesced without any trouble or difficulty, for the first time within living memory. It was quite a revelation to old stagers to see the high-toned spouses and daughters of second-class clerks, petty professional men and other "bummers" of the Hongkong Club who ornament the self-constituted upper circles of the colony, without elevating their aristocratic noses, sofly condescending to acknowledge the existence of and dance to the same sort with the wives, sisters, and daughters of engineers and shipbuilders, men to whose labours the colony owes so much. Never in the social history of Hongkong has a dance on such a large scale been so completely free from the slightest tinge of 'side' or snobbery; never has such a function passed off with more *delect* and general enjoyment, and such gratifying results the stewards are entitled to more than ordinary recognition for their practical management of an exceedingly onerous and somewhat delicate duty.

There must have been close upon five hundred people present, and as this is a wide hundred the carrying capacity (to use a nautical metaphor) of St. George's Hall, the Committee will probably find it advisable on another occasion to utilise St. Andrew's Hall also for the Terpsichorean revels of their guests. The latter six saloon was used last night as a refreshment room, and of course in that capacity was extensively patronised; but in all set dances, and in such specialties as the Highland Schottische and Barn Dance, quite a large number of dancers had to "stand down" for lack of room. However, taken altogether, the affair was a most enjoyable one, and the youth and beauty of Hongkong have seldom been so strikingly and favorably represented. There would almost seem to be quite an epidemic of female loveliness all over the colony just at present.

The popular President of the Institute, Mr. D. Gilles, M.L.A., was very much in evidence, and the Hon. J. J. Keswick looked as if he would gladly oblige with "Gibbils Callum" or "Hualachan" at the slightest provocation. Mr. R. Mitchell, the hon. secretary, was most attentive in every direction, and no prize could be too much for the Stewards; and, unlike the ordinary sort of stewards at Hongkong dances, these gentlemen understood their obligations and performed them.

Bandmaster Murphy and the Shropshire Light Infantry musicians played in splendid form, although it must be admitted they got a bit mixed up in the *Strawperry* and *Reel*, which *che-to-morran* they had to tackle on very short notice, the man with the pipes not turning up as expected. A more thoroughly enjoyable evening's entertainment has rarely been seen in Hongkong.

## LINES BY THE CABIN BOY.

(AIR, THE SHOWMAN'S BONG.)

I.  
Will you come aboard my ship, Sir,  
And have a little trip, Sir,  
She's as fast and trim and smart a craft as  
ever sailed the sea;  
You can safely take my lip, Sir,  
That there's none that can eclipse her,  
So listen while I sing you all about her, if you please.

II.  
The Commander's name is Seaton,  
And he's never yet been beaten;  
He's faced the stiffest weather, and he's  
always pulled her through;  
He's a regular 'first rater',  
And a splendid navigator,  
And he's justly earned the deep respect of  
officers and crew.

III.  
The Chief's as smart an officer  
As ever sloped his coffee, Sir,  
He'll take an observation or a peg with equal  
zeal;  
He's the Skipper's right-hand man, Sir,  
And if anybody can, Sir,  
He can navigate the vessel North or East or  
South or West.

IV.  
Next to Andrews, comes the Second,  
And a right good chap he's reckoned,  
His quality was tested last autumn equinox;  
And it there a dilemma is,  
With Bruce and his Ephraims,  
You'd always sure of sinking something, if  
it's only rocks.

V.  
Then there's Dobbin, he's the "thirder,"  
And Baskie, next man "fourder,"  
Just as game as a pig as any you will find in  
all the fleet;  
And the very last survivor,  
Is Maudsley, he's the "fiver,"  
And they're all as good a lot of chaps as ever  
you could meet.

VI.  
Then the Surgeon, Fraser Standage,  
Good alike at song or bandage,  
Is another good old chaps of a quite  
uncommon sort;  
If anything you're ailing,  
Will guarantee to kill or cure you are you get  
to port.

VII.  
Then a mon' o' gold old stock, Sir,  
Is Alexander Brock, Sir,  
He's a brawly son o' Scotia, and the *Thames*  
Chief Engineer;  
Night and day he's a teller  
Of cylinder and boiler,  
And wot Sandy on the safety valve there's  
nowt at all to fear.

VIII.  
The Porter is John Klog, Sir,  
If he takes you 'neath his wing, Sir,  
You'll never want to leave the ship; he  
forages as well.  
The Invalid's beef tea, Sir,  
And the joint for you and me, Sir,  
Are equally looked after by this Commissioner  
swell.

IX.  
And our last particular "star," Sir,  
Is the g'm'man at the bar, Sir,  
If you don't know Mr. Lancelotti, you don't  
know where you are;  
For a morning galvaniser  
Or a cocktail on the sly, Sir,  
There's no barrister can touch him in his  
practice at the bar.

X.  
So come aboard my ship, Sir,  
And have a little trip, Sir,  
Come along with us round China, or to  
beautiful Bombay;  
You can safely take my lip, Sir,  
That there's none that can eclipse her,  
And you never will regret it to you very latest  
day.

RICHARD TURPIN, F.R.S.  
(Cabin Boy)  
New Year's Day, 1894.



## SCIENTIFIC NOTES



## The Share Market.

**LATEST QUOTATIONS.**

Hongkong and Shanghai Bank—100 per cent, premium, sales and buyers.

The National Bank of China, Ltd.—on £30.00 gold, up—\$36, sales and buyers.

The National Bank of China, Ltd.—Founders shares, nominal.

The Bank of China, Japan & the Straits, Ltd.—nominal.

The Bank of China, Japan & the Straits, Ltd.—Founders shares, nominal.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Assurance Society of Canton—\$100 per share, sales and buyers.

China Traders Insurance Company—\$55 per share, sales and buyers.

North China Insurance—Tis. 135 per share, buyers.

Canton Insurance Company, Limited—\$137 per share, ex. div., buyers.

Yankee Insurance Association—\$60, sellers.

On Tai Insurance Company, Limited—Tis. 15 per share.

Hongkong Fire Insurance Company—\$203 per share, sales and buyers.

China Fire Insurance Company—\$81 per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, sales and buyers.

China and Manila Steam Ship Company—\$58 sellers.

Indo-China Steam Navigation Company, Limited—37 1/2 per cent. discount, sales and buyers.

Douglas Steamship Company—\$42, sales and buyers.

The Steam Launch Co., Limited—\$30 per share, buyers.

Hongkong and Whampoa Dock Company—80 per cent. premium, sellers.

Geo. Fenwick & Co., Limited—\$18 per share, sellers.

Hongkong Hotel Company—\$13 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$100, buyers.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamen Hotel Co., Limited—\$4 per share, sellers.

Punjom Mining Co.—\$72 per share, sales and buyers.

The Roub Gold Mining Co., Limited—\$41 per share, sales and buyers.

The Balmoral Gold Mining Co., Limited—\$1 per share, sales and buyers.

Société Française des Charbonnages du Tonkin—\$75 per share, buyers.

The Teleph Mining and Trading Co., Limited—\$51 sales and buyers.

London and Pacific Petroleum Co., Ltd.—nfs.

China Sugar Refining Company, Limited—\$185 per share, sellers.

Luzon Sugar Refining Company, Limited—\$35 buyers.

A. S. Watson & Co., Limited—\$101, sellers.

Dakin, Cruickshank & Co., Limited—\$14 per share, sales and buyers.

Hongkong Dairy Farm Co., Limited—\$44 per share, sellers.

The Kowloon Land Investment Co., Limited—\$9 per share, sellers.

The Hongkong Land Investment Co., Limited—\$55 sellers.

The West Point Buildings Co., Limited—\$20 per share, sellers.

H. G. Brown & Co., Limited—\$8 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$34 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$97 per share, sales and buyers.

Hongkong Gas Company—\$110 per share, buyers.

Hongkong Ice Company—\$81 per share, sellers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.

The Green Island Cement Co.—\$51, sales and sellers.

The Hongkong Electric Light Co., Limited—\$4, sellers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$62 ex. Div. buyers.

**EXCHANGE.**

On London—Bank, T. T. .... 2/2 1/2

Bank Bills, on demand ..... 2/3

Bank Bills, at 4 months' sight ..... 2/3 1/2

Credits at 4 months' sight ..... 2/3 1/2

Documentary Bills, at 4 months' sight ..... 2/3 1/2

**ON PARIS.**

Bank Bills, on demand ..... 2/83

Credits, at 4 months' sight ..... 2/90

**ON INDIA.**

T. T. .... 179

On Demand ..... 179 1/2

**ON SHANGHAI.**

Bank, T. T. .... 72 1/2

Private, 30 days' sight ..... 73

## VISITORS AT THE HONGKONG HOTEL.

Mr. & Mrs. C. Amittage.	Miss L. Lindholm.
Mr. J. W. Bingham.	Mr. A. P. Lockard.
Mr. J. de Rosa Barros.	Mr. R. Lyall.
Mr. W. F. de Bebbie.	Mr. and Mrs. Mathews.
Mr. J. Benavides.	Mr. J. McWilliams.
Mrs. von Brönsdorf.	Mr. Min.
Miss C. W. Davis.	Mr. T. Mitchell.
Mr. R. Dunnall.	Rev. J. M. Morton.
Mr. A. J. Easton.	Mr. A. B. Pearson.
Mr. O. H. Erwin.	Miss Pearson.
Mr. W. Pole Fletcher.	Mr. H. A. Foster.
Mr. H. A. Foster.	Mr. E. W. Pearce.
Mrs. Gaillet.	Mrs. F. W. Phillips.
Mr. F. Henderson.	Mrs. F. von der Plöden.
Count H. d'Honnstein.	Mrs. von der Plöden.
Mr. J. Kington.	Mr. and Mrs. T. E.
Mr. J. Kirkwood.	Mr. and Mrs. C. A.
Mr. and Mrs. C. A.	Kolekt.
Baron and Baroness de Prof.	and Mrs. Senelka.
Ladario.	Mr. F. E. Shean.
Mr. and Mrs. O. W.	Count de Spangon.
Miss N. Lindholm.	Mr. G. B. Stephenson.
Miss A. Lindholm.	Capt. T. T. T.
	Mr. T. Winkler.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. East.	Mr. J. M. Murray.
Capt. and Mrs. Hunt.	Mr. A. Findlay-Smith.
Mr. MacLean.	Mr. Stokes.
Mr. Medhurst.	Capt. and Mrs. Welman.
Capt. and Mrs. Moore.	Mr. F. E. White.

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
The Messageries Maritimes Co.'s steamer *Océanien*, with the outward French mail, left Singapore on the 4th instant, and may be expected here on the 11th.

**THE AMERICAN MAIL.**  
The P. & O. S. S. Co.'s steamer *Peru*, with mails, &c., from San Francisco, left Yokohama on the 1st instant, and may be expected here on the 6th.

The O. & O. S. S. Co.'s steamer *Océanien*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 2nd instant.

**THE INDIAN MAIL.**  
The steamer *Arcton*, from Calcutta, left Singapore on the 30th ultimo, and may be expected here on the 5th instant.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Tihar* from Bombay, left Singapore on the 1st instant and may be expected here on the 7th.

The C. M. steamer *Kamun*, from Glasgow and Liverpool, left Singapore on the 29th ult., and may be expected here on the 5th instant.

The P. & O. S. N. Co.'s steamer *Canton* left London for this port on the 2nd ultimo.

The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 16th ultimo.

## Shipping.

**ARRIVALS.**  
WHAMPOA, British steamer, 1,105, L. Dawson, 4th Jan.—Moj 31st Dec, General.—Butterfield & Swire.  
FU-PING, Chinese steamer, 526, J. Watts, 4th Jan.—Wuhu 30th Dec, Rice.—C. E. & M. Co.  
ALWING, German steamer, 400, C. Petersen, 4th Jan.—Pakhol 1st Jan, and Holbow 3rd, General.—Wiel & Co.  
HAINAN, German steamer, 741, J. Smulsen, 5th Jan.—Kutchinow 31st Dec, Coals.—Melchers & Co.  
TAISANG, British steamer, 1,505, H. W. Hogg, 5th Jan.—Shanghai 31st Dec, Amoy 3rd, and Swatow 4th, General.—Jardine, Matheson & Co.  
KEENUN, British steamer, 1,985, George S. Casilo, 5th Jan.—Liverpool 24th Nov, and Singapore 29th Dec, General.—Arnhold, Karberg & Co.  
YUNGPOING, Chinese steamer, 507, L. H. Richards, 5th Jan.—Canton 5th January, General.—C. E. & M. Co.  
TRIUMPH, German steamer, 675, J. Petersen, 5th Jan.—Pakhol 2nd Jan, and Holbow 3rd, General.—Ed. Schellhaus & Co.  
TALKE, German steamer, 824, J. Calender, 5th Jan.—Deli, and Saigon 21st Dec, Rice and Paddy.—Meyer & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
Hangchow, British steamer, for Shanghai.  
Kwangchow, Chinese steamer, for Shanghai.  
Alwina, German steamer, for Heliow.

**DEPARTURES.**  
January 4, *Kungshai*, Chinese str., for Canton.  
January 5, *Zofira*, British str., for Amoy, &c.  
January 5, *Haitan*, British str., for Swatow, &c.  
January 5, *Glamorganshire*, British str., for Singapore, &c.  
January 5, *Verona*, British str., for Nagasaki.  
January 5, *Holstein*, German str., for Shanghai.  
January 5, *Kwangchow*, Chinese str., for Shanghai.  
January 5, *Watan*, German steamer, for Amoy.  
January 5, *Kangfong*, British str., for Swatow, &c.  
January 5, *Hangchow*, British steamer, for Shanghai.

**PASSENGERS—ARRIVED.**  
Per *Taiyang*, from Shanghai, &c.—Messrs Velch, Percival, Platterton, and 216 Chinese.  
Per *Kamun*, from Liverpool, &c.—Mr. Murray, and 300 Chinese.  
Per *Triumph*, from Pakhol, &c.—25 Chinese.  
Per *Talke*, from Deli, &c.—87 Chinese.

**DEPARTED.**  
Per *Rohilla*, for Singapore from Hongkong.—Mr. Arthur Rothe. For Penang.—Mr. and Mrs. J. Stevenson. For Colombo.—Mr. and Mrs. Hill. Miss Hill, Mr. and Mrs. Wilson, and Mr. E. B. Cressy, Jr. For Calcutta.—Mr. J. Ellis. For Bombay.—Messrs M. M. C. Jannaty, A. A. Ebrahim, M. F. Khalil, A. Shalvi, and son. For London.—Mrs. and Miss J. J. G. Pemberton, J. Armstrong, W. C. Henderson, and Rev. L. Lloyd. From Shanghai for Singapore.—Mr. J. McArthur. For Colombo.—Mr. H. Dharmapala. For London.—Misses Gurney and Walker. From Yokohama for London.—Miss Yoke. From Kobe for 1 mail.—Mrs. van Schaakward, Messrs W. G. Hibbard, W. G. Hibbard, junr., and V. E. S. Hibbard. For B. India.—Messrs H. W. Taylor and H. V. Taylor. From Nagasaki for B. India.—Mr. Wladimir Balabodoff.

Per *Verona*, for Nagasaki from Hongkong.—Mrs. Omas Kowabara. For Yokohama.—Mr. H. Pickner. From Bombay for Kobe.—Mr. Doki. From London for Yokohama.—Hon. H. H. Rikley, and Mr. and Mrs. Campbell. From Bombay.—Mr. Sarl.

## REPORTS.

The German steamship *Talke* reports that she left Deli and Saigon on the 31st ultimo. Had strong north-east monsoon with high sea throughout.

The British steamship *Kamun* reports that she left Liverpool on the 24th Nov., and Singapore on the 29th ultimo. Had strong monsoon and heavy sea.

The German steamship *Triumph* reports that she left Pakhol on the 2nd instant, and Holbow on the 3rd. Had moderate north-east monsoon and fine weather.

The British steamship *Whampoa* reports that she left Moll on the 31st ultimo. Had strong north-west to north-east winds throughout the voyage, and fine weather.

The British steamship *Taiyang* reports that she left Wuhu on the 31st ultimo. Amoy on the 3rd, and Swatow on the 4th. Had light northerly winds and fine weather to Tung-yung; from Tung-yung to Breaker Point had strong north-east winds and fine weather; thence to port had moderate east-north-east winds and fine weather. On the 31st, when 10 miles south of Steep Island, picked up the steamship *Kwangchow* with broken tail shaft; towed her back towards Shanghai and when north-west of Bonham let go tow rope, having met the steamship *El Dorado*, which had been sent down from Shanghai to search for and tow the disabled steamer into port.

## Post Office.

**A MAIL WILL CLOSE.**  
For Macao—Per *Hongkong* to-day, the 5th instant, at 1.30 P.M.  
For Shanghai—Per *Kwangchow* to-day, the 5th instant, at 3.30 P.M.  
For Heliow and Pakhol—Per *Alwina* to-day, the 5th instant, at 5 P.M.  
For Canton—Per *Fatshan* to-day, the 5th instant, at 5 P.M.

For Heliow—Per *Hand* to-morrow, the 6th instant, at 9.30 A.M.  
For Straits and Calcutta—Per *Wingsang* to-morrow, the 6th instant, at 11.30 A.M.  
For Shanghai—Per *Yungping* to-morrow, the 6th instant, at 1.30 P.M.  
For Singapore—Per *Caristur* to-morrow, the 6th instant, at 3.30 P.M.  
For Shanghai, Kobe, and Yokohama—Per *Kamun* to-morrow, the 6th instant, at 5 P.M.  
For Swatow, Singapore, and Bangkok—Per *Phra Chula Chom Klao* on Monday, the 8th instant, at 3.30 A.M.  
For Europe, &c., &c.—Per *Sachsen* on Monday, the 8th instant, at 2 P.M.  
For Yokohama, and Heliow—Per *Irene* on Monday, the 8th instant, at 3.30 P.M.  
For Shanghai—Per *Ly* to-morrow on Monday, the 8th instant, at 3.30 P.M.  
For Straits and Bombay—Per *Sura* on Tuesday, the 9th instant, at 11.30 A.M.  
For Kobe—Per *Chingfu* on Tuesday, the 9th instant, at 2.30 P.M.  
For Europe, &c., Australia, India, &c. Madras, and Mauritius—Per *Yarra* on Wednesday, the 10th instant, at 11 A.M.  
For Nagasaki, Kobe, Yokohama, and San Francisco—Per *Peru* on Friday, the 12th instant, at 5 P.M.  
For Europe, &c., India, &c. Bombay—Per *Ganges* on Thursday, the 18th instant, at 11 A.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Emilia* of China on Wednesday, the 24th instant, at 11.30 A.M.

## SHIPPING IN HONGKONG.

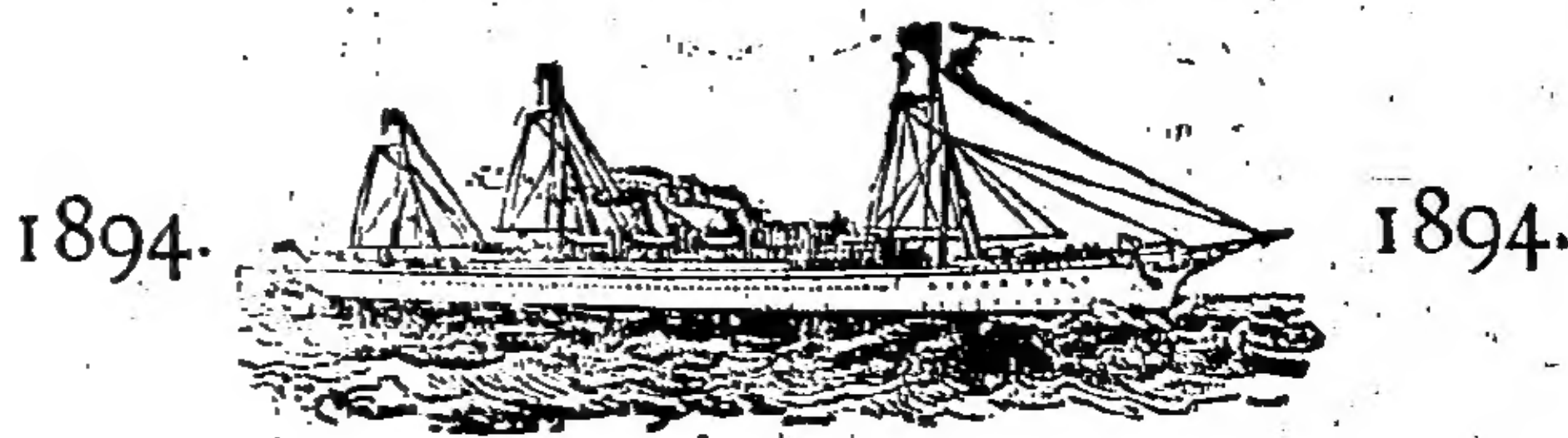
**STREAMERS.**  
AVOCHIE, British steamer, 1,056, T. Rowin, 4th Jan.—Saloon 28th Dec, Rice.—Melchers & Co.  
BOMBAY, British steamer, 2,047, R. J. Sleeman, 31st Dec.—London 11th Nov, and Singapore 24th Dec, General.—P. & O. S. N. Co.  
CASTUS, German steamer, 1,046, M. Uruis, 3rd Jan.—Kobe 28th Dec, General.—Stiemsen & Co.  
CHINTU, British steamer, 1,451, R. Innes, 2nd Jan.—Sydney 11th Dec, General.—Butterfield & Swire.  
CHUYEN, Chinese steamer, 1,211, C. R. Nuli, 25th Dec.—M. S. N. Co. (Japan) 19th Dec, General.—C. M. S. N. Co.  
CICERO, British steamer, 1,030, A. George, 2nd Jan.—Samarang (Java), 22nd December, General.—Arnhold, Karberg & Co.  
CROMARTY, British steamer, 1,864, W. S. Duncan, 2nd Jan.—Sourabaya (Java), 22nd Dec, Sugar.—J. Rine, Matheco & Co.  
DEUTERON, German steamer, 1,192, W. A. Dine, 25th Dec.—Samarang 12th Dec, Sugar.—Stiemsen & Co.  
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 2nd Jan.—Vancouver 10th Dec, Victoria 11th, Yokohama 26th, Kobe 27th, Nagasaki 27th, and Shanghai 31st, General.—C. P. R. Co.  
FAME, British steamer, 1,177, Captain McIsaac, Hongkong Government tender.  
HANOU, French steamer, 739, J. V. Chodzo, 3rd January—Hiphong 31st Dec, and Holbow 2nd Jan, Rice, Pigs and General.—A. R. Merry.  
IRKNE, German steamer, 2,061, R. Schüder, 4th January—Hamburg and Singapore 27th Dec, General.—Stiemsen & Co.  
LOKSANG, British steamer, 978, Moncar, 4th Jan.—Samarang 25th Dec, Sugar.—Jardine, Matheson & Co.  
NANYANG, German steamer, 1,050, F. Schütz, 2nd Jan.—Wuhu, and Chinkiang 27th Dec, Rice.—Stiemsen & Co.  
PERA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 30th Dec.—Bangkok 21st Dec, and Angkor 23rd, General.—Yuen Fat Hong.  
PICCOLA, German steamer, 768, E. Haas, 22nd Dec.—Saloon 15th Dec, Rice.—Melchers & Co.  
POLIUX, German steamer, 808, J. Gelfen, 26th Nov.—Sourabaya 8th Nov, and Singapore 14th, Sugar and General.—Melchers & Co.  
PROFONTO, British steamer, 1,390, W. H. Farrand, 28th Dec.—Singapore 19th Dec, General.—Chu Wo Lan.  
PROGRESS, German steamer, 687, J. Jensen, 29th Dec.—Moj 24th December, Coal.—Stiemsen & Co.  
PROTON, German steamer, 947, H. Johannsen, 4th Jan.—Moj 30th Dec, Coal.—Wiel & Co.  
RECORDE, British telegraph steamer, 676, R. A. E. Brerton, 19th Dec.—Hainan Bay 18th Dec, Telegraph cable.—E. A. & C. Telegraph Co.  
STURA, Italian steamer, 1,416, De Negri, 31st Dec.—Bombay 9th December, General.—Carlow's & Co.  
TAKSANG, British steamer, 977, Freeman, 2nd January.—S. Surabaya (Java), 22nd Dec, Sugar.—Jardine, Matheson & Co.  
TAMARIND, Norwegian steamer, 739, L. Conberg, 1st Jan.—Hongkong 28th Dec, Coals.—Jardine, Matheson & Co.  
TOYO MARU, Japanese steamer, 1,500, J. G. Edwards, 28th Dec.—Moj 23rd Dec, Matches and Coal.—Doddwell, Carill & Co.  
WINGSANG, British steamer, 1,579, A. de St. Croix, 31st Dec.—Calcutta 13th Dec, Penang 20th Dec, and Singapore 23rd, Opium and General.—Jardine, Matheson & Co.  
WOBANO, British steamer, 1,127, W. E. Sawyer, 1st Jan.—Moj 27th Dec, Coals.—Jardine, Matheson & Co.

## SAILING VESSELS.

ALFRED HAWLEY, British bark, 412, W. Llewellyn, 15th Nov.—Whampoa 15th November, Bullant.—Order.  
BANGALORE, British bark, 1,100, Congdon, 4th Dec.—New York 28th July, Rice.—Shewan & Co.  
BASUTO, German bark, 348, H. Eggers, 14th Dec.—Amoy 4th Dec, Sugar.—Wiel & Co.  
BERLIN, American ship, 1,373, Whitmore, 21st Nov.—New York 10th June, Kerosene Oil.—Order.  
C. ROBERTUS, German bark, 567, Lawrence, 27th Dec.—Kutchinow 17th Dec, Coal.—Wiel & Co.  
CLARA JACKSON, British schooner, 32, Charles Bichart, 3rd Dec.—Sydney 21st March, General.—Gibb, Livingston & Co.  
KITTY, British bark, 803, H. Wilson, 1st Dec.—Whampoa 1st December, Ballast.—Captain.  
LOHARD, Italian bark, 791, Juan B. Cafagna, 20th Nov.—Callao 20th Oct, General.—D. Musso & Co.  
MACMILLAN, British ship, 1,450, Robert Guthrie, 4th Dec.—Cardiff and 7th July, Coals.—Government.  
MANTHA, BOCKHORN, German ship, 726, Ed. Matheco, 11th Oct.—Philadelphia 21st May, Petroleum.—Order.  
MARY BLAIR, British bark, 328, Thos. Askin, 19th Dec.—Albany, W.A., 27th October, Ballast.—Order.  
NAM SHUN, Chinese bark, 300, 2nd, 168, Lok Li Tong, 3rd August.—Saloon 24th August, Wood.—Yong Kee & Co.  
SEIRANG, American bark, 106, R. G. Waterhouse, 16th Dec.—Macao 23rd Dec, General.—Order.  
WILK. J. ROYCE, American ship, 1,664, 8, Lancaster, 24th Nov.—New York 23rd June, Petroleum.—Melchers & Co.

## Sails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 24th January, '94  
EMPEROR OF JAPAN—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 21st February, '94  
EMPEROR OF INDIA—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 21st March, '94

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVE (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]  
Hongkong, 27th December, 1893.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Saturday, 13th Jan. at Daylight.  
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Thursday, 1st Feb. at Daylight.  
City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Friday, 23rd Feb. at Daylight.

## THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA & YOKOHAMA, on SATURDAY, the 13th January, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Mexico, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
Hongkong, 27th December, 1893. [1]

## NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says  
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings  
Hongkong, 12th Jan, 1894. [2]

## Hails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... Tuesday ..... January 23rd.  
Tacoma ..... Tuesday ..... February 19th.  
Mogul ..... Tuesday ..... March 20th.  
Victoria ..... Tuesday ..... April 10th.

## THE Steamship

"VICTORIA,"  
Captain J. Pantor, sailing at Noon, on TUESDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.  
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co., Agents.  
Hongkong, 4th January, 1894. [4]

## Hotels.

## FUJIYA HOTEL.

MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

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## PEAK HOTEL.

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THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL" is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES, FROM NOVEMBER 1ST, 1893, TO MARCH 31ST, 1894.

One person, per day ..... \$ 3.00  
One person, per week ..... 19.00  
One person, one month ..... 55.00  
Married couple (occupying one room) per day ..... 5.00  
Married couple (occupying one room) per week ..... 32.00  
Married couple (occupying one room) per month ..... 95.00

For full particulars apply to VICTORIA HOTEL.  
Hongkong, 14th October, 1893. [5]

## To be Let.

## TO LET.